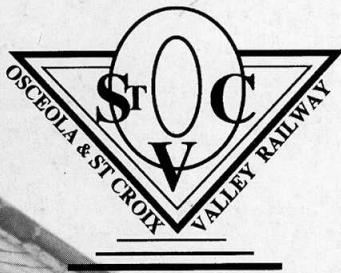


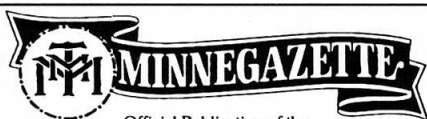
Minnesota Transportation Museum



TRAIN TIME AT OSCEOLA







Official Publication of the MINNESOTA TRANSPORTATION MUSEUM, INC.

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SUBMISSIONS

The **MinneGazette** welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to acquire, preserve, restore and operate historic Minnesota public transportation artifacts. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
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TREASURE HUNT

We'd like to hear from anyone who can donate any of the following:

- A hydraulic press for removing and installing wheel bearings and bushings.
 - Large bench vices.
 - A plasma arc cutter.
 - Caboose-type chemical toilets for the lightweight cars.
 - Old railroad books, magazines and collectables for sale at railroad flea markets.
 - Tuneups for MTM's various automotive equipment.
 - Any streetcar boat hardware or furnishings.
 - Tarps or plastic sheeting to cover the rolling stock at the arsenal.
 - A laser printer for the Editor.
 - A decent tape recorder for oral history interviews.
 - Sandblasting of railroad equipment.
 - Engine oil, batteries and coolant for our diesels.
 - Sheet metal and plywood for the PCC restoration.
- Contact the Editor or any Board member if you can help.

THANK YOU FOR YOUR GENEROSITY

-To **Bobby Clark**, owner of the Dalles House in St. Croix Falls, for donating the cost of the July 30 banquet with the Wisconsin Central, for paying for directional signs to the Osceola Depot, for printing the Osceola brochure, for sharing the cost of graveling the Osceola depot parking lot and for donating the use of his Fairmont motor car for track inspections.

-To **Ivan Bowen**, owner of Dresser Trap Rock, for donating gravel for the driveway and platform area at the Osceola Depot, and for donating the use of his Fairmont motor car for track inspections.

-To **Chuck Jensen** for storing the Bayport depot on his property in Osceola.

-To the family of **Charles Eichhorn** for their donation in his memory to the Railroad Fund.

-To **David Fellon** and **Landscape Junction Inc.** for their donation of 800 United States wall maps featuring the Rock Island RR.

-To **Don Almquist** and **Robert Mehlenbeck** for their donations to the Traction Fund.

-To **Mike Miller**, **Fred Beamish**, **Lyndon & Ruth Benson**, **William Janssen**, **John & Catherine LaCosta** and the **744th Railway Operating Battalion** for their donations to the PCC Restoration Fund.

-To the firm of **Herman Miller Beauchamp Deeble Inc.** for their donation to the General Fund.

-To **Mr. & Mrs. Harry A. Atwood**, **Bob Bolles**, **Mr. & Mrs. Harold Finch, Jr.**, **Mr. & Mrs. Larry Plowman**, **Paul Webster**, **G. Mark & Tracy Whitehead**, **Bob Woodburn**, the **Orono Lions Club**, **Edina Realty**, **Investors Savings Bank**, and **Norwest Bank Excelsior** for their donations to the Steamboat Fund.

-To the **Marbrook Foundation** for its \$1000 grant to the Steamboat Fund.

-To the **George W. Neilson Foundation**, for its \$1000 grant to the Steamboat Fund.

-To **Mr. & Mrs. William D. Gullickson** for donating two streetcar boat upper deck benches.

-To **Bob Staplin** for donating four streetcar boat upper deck benches.

-To **Bruce Nicolle**, for donating an original streetcar boat captain's stool and fire hose.

OBITUARY

Curt Allen died on August 2nd at the age of 60 after a long battle with liver cancer. A very active member, he served as Traction Vice President from 1987 to 1989. For many years he was a CHSL foreman and line instructor, as well as a Railroad Division conductor. One of his greatest pleasures was serving on the crew with #328 on the point.

Curt's interest in streetcars was formed early, riding with his motorman father. Despite his illness, Curt soldiered on in the service of the museum. He remained active

Front Cover: Carrying white flags, MTM's first train into Osceola arrives on Friday September 4th. The Osceola & St. Croix Valley Railway began regular scheduled service the next day. See page 12 for the whole story. Aaron Isaacs photo.

Inside Front Cover: In the summer of 1971, a Rock Island freight accelerates out of Northfield toward Inver Grove yard, south of St. Paul. The consist is short because much of it was left here for the MN&S (at right) to forward to Minneapolis. The "Spine Line" is now C&NW and looks much better. The prosperous little Dan Patch with its 70-car bridge traffic freights has been reduced to a collection of Soo Line industrial spurs. And all those 40-foot boxcars are gone. Joe Elliott photo.

primarily as a charter foreman and trainer. When his health prevented him from volunteering, he would often visit Lake Harriet to ride or watch the cars from the platform. His dedication will be missed.

CORRECTIONS AND NEW INFO

Following up on the train speed article in the Summer issue, Bill Marshall notes that the "400" averaged 69 mph between Milwaukee and Chicago in 1948 on 100 mph track. The very first run of the "400" in 1935 was clocked at 107 mph over the 16 miles between Kenosha and Waukegan. No stop was involved, of course. Finally, Bill says that the C&NW Northwest Line commuter trains featured in the article have a 70 mph speed limit.

The last Microgazette reported that Milwaukee Road 4-8-4 #261 was moving to Jackson Street in September. It turns out that North Star Rail has leased space at the GE shop in north Minneapolis. They are keeping the engine there for the winter to finish the restoration. Then it will move to Jackson Street as a base of operations. Of course, this could all change.

CHAIRMAN'S COLUMN

-John Diers

It was an important event for the Museum which would have gone unrecorded had my wife, Marcia, not thought to bring along a camera. There we were in Barney Olsen's office signing the trackage rights agreement with the Wisconsin Central Limited. It was 10:56 PM on the evening of September 4th. With the stroke of a pen it was done. The Museum had a new railroad and a new home. One hour and four minutes later, at midnight, the ICC filing went into effect and the Osceola & St. Croix Valley Railway became an interstate passenger common carrier. The following morning the railroad boarded its first



At 10:56 PM on the evening of Sept. 4th (see TCF sign through the window), MTM Chairman John Diers signed the final trackage rights agreement between MTM and the Wisconsin Central, ensuring the startup of service the next day. At left is Barney Olsen, who was instrumental in arranging both the agreement and ICC common carrier certification. Marcia Diers photo.

passengers at Osceola, WI for the trip to Marine on St. Croix, MN.

That this event happened at all is significant. That it was brought from conception to reality in ten months is miraculous.

Several groups and individuals worked very hard to make this happen:

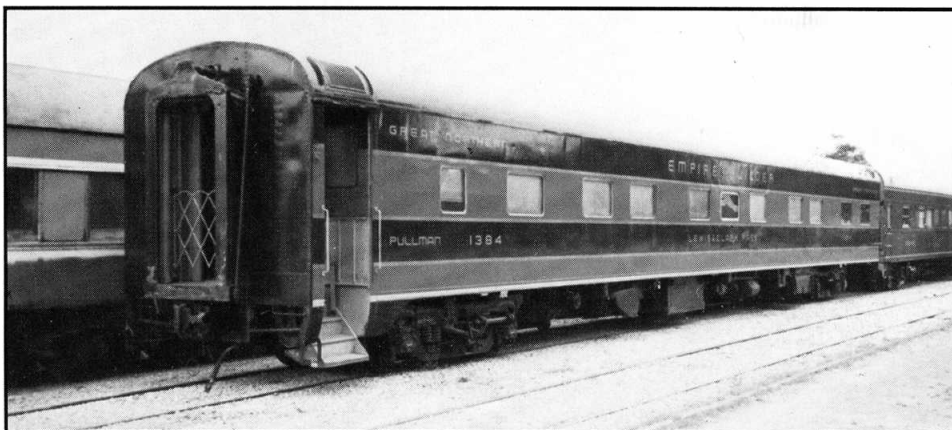
First, we must never forget that the Museum is a respected, credible organization. We are professionals and are seen as such by professional railroaders. The Wisconsin Central Ltd. placed its trust in our reputation. There is also the WC, itself, the most progressive regional railroad in the industry. Finally, there is the Osceola Historical Society and the people of Osceola. They welcomed the Museum into a special partnership to preserve an important landmark in their community.

Individuals, too, deserve special thanks and recognition. From MTM;

Louis Hoffman, who attended all the community meetings with me and helped with the presentations. Nick Modders who, with the Jackson street crew, Larry Schulte, Dick Fish, Ward Gilkerson, and others, delivered the cars and locomotive. Barney Olsen who helped with the trackage rights agreement and filed our ICC application in record time. My wife, Marcia, who developed our marketing and public information plan. Mort Jorgenson, Marv Mahre, and others who worked with Nick on the operations plan. From the Osceola Historical Society; Vicki Jensen who wrote the letter that invited us to Osceola and worked tirelessly for ten months to turn that invitation into a real railroad, and Ward Moberg, Dale and Margaret Morrill who came to all the meetings and gave their advice and support. Others in Osceola; Chuck Jensen, Vicky Burton, and Steve Stocker. At the Wisconsin Central Ltd; President Ed Burkhardt, Cathy Aldana, Mr. Burkhardt's assistant, Vice President and General Manager John Bradshaw, Division Manager Randy Heinke, Chief Engineer Greg Guthrie, Rules Examiner Chris Urban and Trainmaster Barry Karlberg. Other friends and supporters; Tom Warth of Marine on St. Croix, the Moskop family of Copas, Ivan Bowen, owner of Dresser Trap Rock, and Bobby Clark, owner of the Dalles House restaurant in St. Croix Falls.

We are at the threshold of a unique opportunity. These are the things that dreams are made of.

Thank you all so very much.



Now a well restored private car, the GN Empire Builder sleeper Lewis & Clark Pass is based at the Mad River & NKP Museum in Bellevue, OH. John Diers photo.

BOARD OF DIRECTORS

June 1992

The Board did not meet.

July 1992

-Approved the Steamboat Fund budget and General Fund budget.

-Approved a job description for the Jackson Street Site Manager.

-Authorized Art Pew to negotiate a lease with North Star Rail for the purpose of storing Milwaukee Road engine #261 at Jackson Street, with return to the Board for approval.

August 1992

-Agreed to support the efforts of property owners near the S&StP who are requesting annexation by the City of Stillwater.

-Approved an agreement with the Great Northern Railway Historical Society covering the ownership and restoration of St. Paul & Pacific coach #25.

TRACTION REPORT

-Louis Hoffman

CHSL Management Reorganized

In order to streamline management, reduce the burdens on the General Superintendent and make the position attractive to potential successors, the Traction Division has been restructured. Instead of 17 positions reporting directly to the General Superintendent, there are now only five, who in turn have 18 positions reporting to them.

There are now five departments:

Safety & Training

Karl Jones, Supt.

Operations

Al Jensen, Supt.

Mechanical

Walt Strobel, Supt.

Engineering

George Isaacs, Supt.

Passenger Services

currently vacant

Anyone who wants a complete copy of the organization chart or wants to join the management team in 1993 should contact me by mail.

Ridership Down but Still Strong

1992 ridership is down almost ten percent from last year's near-record pace. But it is still five percent above an average year despite a cool, rainy summer that has curtailed peak usage and has caused more service suspensions than normal. Through August 31st ridership is 41,495. Here are the details.

	Regular	Charter	# of Charters	Total
May	4771	99	4	4870
June	10,803	579	14	11,382
July	12,433	1,215	29	13,648
August	11,121	474	13	11,595

CHSL Makes Railway Age

Not content with coverage in the railfan and preservation press, the Traction Division has broken into the big time in Railway Age, the preeminent railroad industry publication. In a recent article about light rail transit in the Twin Cities, noted traction historian and commentator William D. Middleton wrote a sidebar capsulizing the



Isn't this what it's all about? Another new generation will know about trolley cars. John Diers photo.

history of TCRT and including a brief mention, with photo, of CHSL.

Equipment Update

#265 spent much of the summer in the maintenance barn, after running through mid-June. **Karl Jones** removed a number of the seat cushions, replacing them with cushions from our vast but shrinking inventory. All the cushions and seat backs received a new coat of paint. All those salvage trips to streetcar cabins and sheds continue to prove invaluable. Karl also varnished the floor and polished the woodwork. **Loren Martin, John Prestholdt and Ben Exley** have been working on the exterior, repairing the body and touching up the paint. As usual, lettering was repainted by **Fred Rhodes**.

This winter is #265's turn to "hole up" in the maintenance barn. There will be a thorough inspection, and the ceiling will be repainted, along with other needed repairs.

#1300 has held down the lion's share of Thursday-Sunday service in #265's absence. Before next summer we hope to squeeze her into the shop for new paint on the floor and ceiling. We also hope to install lots of new window curtains. You may have noticed a number of them are missing. They've been removed because they're just too tattered and worn. Fabric has been located to restore them.

Floors seem to be big this year. #78's floor already needs repainting. We hope to complete the job and finish installing the beautiful new stove before the 1993 season. All of this work, of course, takes money, supplies and people. If you can help in any way, let us know. Donations can be sent to MTM, Traction Maintenance Fund, 4707 Lyndale Ave. N., Minneapolis, MN 55430. If you'd like to donate paint, brushes or labor, call **Walt Strobel** at 941-5007.

Picnic a Success

More than 175 people attended the 12th annual Streetcar & Railroad Company Picnic on August 16th at the Linden Hills Carbarn. As usual, Mother Nature provided a beautiful day. The General Fund and a legion of volunteers under the direction of picnic coordinator **Marcia Diers**



Photographic proof that streetcars can make even insurance agents smile. **Louis Hoffman** escorted an inspection tour from the St. Paul Companies. **Mike Deeble** photo.

provided the food. Thanks to **Marcia** and all of you who helped set up, cook, clean up, bring food or donate money. A special thanks goes to **Roy Harvey**, who, as usual, helped with just about everything all day.

Picnickers had a choice of two streetcars to ride, #78 and #265. Entertainment at the carbarn was provided for the second time by the Twin Town Waites, featuring MTM motorman **Brian Krynski**.

Special recognition goes to **John Diers**. He was driving a pickup full of supplies along Upton Ave. when the tailgate fell open and it emptied faster than a gate car full of fairgoers. John vows to stick to administrative duties in the future.

MTM HOSTS INSURANCE EXECS

-Louis Hoffman

A group of executives from the St. Paul Companies, along with several insurance agents from southern California, toured MTM on July 11th, to learn more about the railroad museum business. The idea for the visit originated with **Mike Deeble**, a principal with the Long Beach insurance agency Hamman Miller Beauchamp Deeble. Mike is also an active member of the Orange Empire Museum. His goal is to keep St. Paul Companies in

the railroad museum business, which will improve the quality and cost of insurance through-out the industry.

John Diers and I guided the group throughout MTM's far-flung dominions. The morning began with a quick tour of Jackson Street guided by **Art Pew**. Aboard the A-11, **Nick Modders, Mort Jorgensen, Ward Gilkerson and Dick Fish** made excellent presentations on Railroad Division operations, training and maintenance practices, stressing their commitment to professionalism and safety. A short ride about NSP #5 and #1102 followed.

The group then headed to Excelsior where **Leo Meloche** led a tour of the boat building and explained the history of the streetcar boats and the Minnehaha restoration.

Lake Harriet was next. After a quick visit to the Linden Hills depot, #78 took the group to Lake Calhoun and the carbarn. There **Karl Jones, Walt Strobel** and I discussed the Traction Division's operating procedures, safety and training program and maintenance practices, once again emphasizing safety and professionalism.

On the way back to St. Paul, the caravan drove by the Minnehaha Depot and made a quick stop at the MTC Overhaul Base, where **George Isaacs** gave an overview of the PCC project.

The group was very appreciative of our efforts and most impressed with MTM and the quality of our operation. Subsequent letters from Deeble and St. Paul Companies indicate that they are more interested than ever in writing rail museum policies, and that MTM made a difference in their outlook.

PCC RESTORATION UNDERWAY

-George Isaacs

On July 11th the first Saturday crews started work on Twin City Lines PCC #322. A total of 30 man hours were expended cleaning the interior and exterior. This was done to improve its appearance and provide a clean safe environment to work in. The next Saturday's crew removed all the seat frames from the floor, a dirty job.

The first phase of the restoration will be disassembly, removing parts from the car in order to get at those areas that need repair. There is body panel corrosion to repair, as well as electrical rewiring and reconditioning the trucks. The car was operable when removed from service in 1983, but Cleveland's weather was not kind to the body.

The following is a list of tasks we hope to complete in the next 12 months.

1. Clean inside and outside (Done)
2. Remove seat frames (Done)
3. Remove standee windows (Done)

4. Open up stuck windows (Done)
5. Remove window guards (Done)
6. Remove window guides and windows (Done)
7. Remove lower inside panels, stanchions and edgings (Done)
8. Remove front windows and motorman's side window (Done)
9. Remove rub rail (Done)
10. Scrape and wire brush rust from window openings, drip rail and sides.
11. Remove Lexan from destination sign opening and clean opening (Done)
12. Remove metal eyebrow over front windows (Done)
13. Remove headlight and wings (Done)
14. Remove rubber flooring and clean floor
15. Remove painted lower inside panels
16. Remove doors and arrange for rebuilding
17. Remove pantograph mounts, wood roofing and wood edges
18. Plug weld holes in roof and sides
19. Cut hole in roof for front air intake
20. Repair joint line where roof meets sides
21. Remove kingpin retainers from trucks and jack up car.
22. Move trucks from under car
23. Cover all electrical components to protect from dirt
24. Remove plywood flooring and save for patterns
25. Remove stepwells and arrange for rebuilding
26. Remove both anticlimbers
27. Inspect underframe and repair as required

28. Remove wiring duct covers and inspect wiring

It is an ambitious plan, but if we can staff all of the work sessions it is possible.

To keep from reinventing the wheel, we have contacted the people at the Baltimore Streetcar Museum who have just finished a complete rebuild of BTC PCC #7407. As it is with us, they did the work at a bus overhaul garage of the Mass Transit Administration. We have asked that they share with us some of the problems that they encountered and their solutions.

At the present time work sessions are being held on Saturdays only. There are two three-hour shifts starting at 9 AM and noon. Shift crews consist of a foreman plus three or four additional people. Crews are kept small to assure that no one stands around waiting for a work assignment.

The MTC Overhaul Base is a joy to work in, with plenty of space around the car. It has vending machines for drinks and snacks as well as excellent toilet and washup areas.

The following members have signed up to work: Keith Anderson, Ray Bowlan, Benn Coifman, John Diers, John Dillery, John DeWitt, Joel Gensler, Bill Gingerich, Gary Gustafson, Nils Halker, Jim Harrison, Roy Harvey, Scott Heiderich, John Kennedy, Corbin Kidder, Loren Martin, Byron Olsen, Russ Olson, Norm Podas, John Prestholdt, John Skooglun and Walt Strobel. Jan Homan, MTC Maintenance Manager for the Heywood Garage is also helping as one of the shift foremen. My thanks to all of you.

If you would like to participate in the project, call John Diers, Louis Hoffman or me.

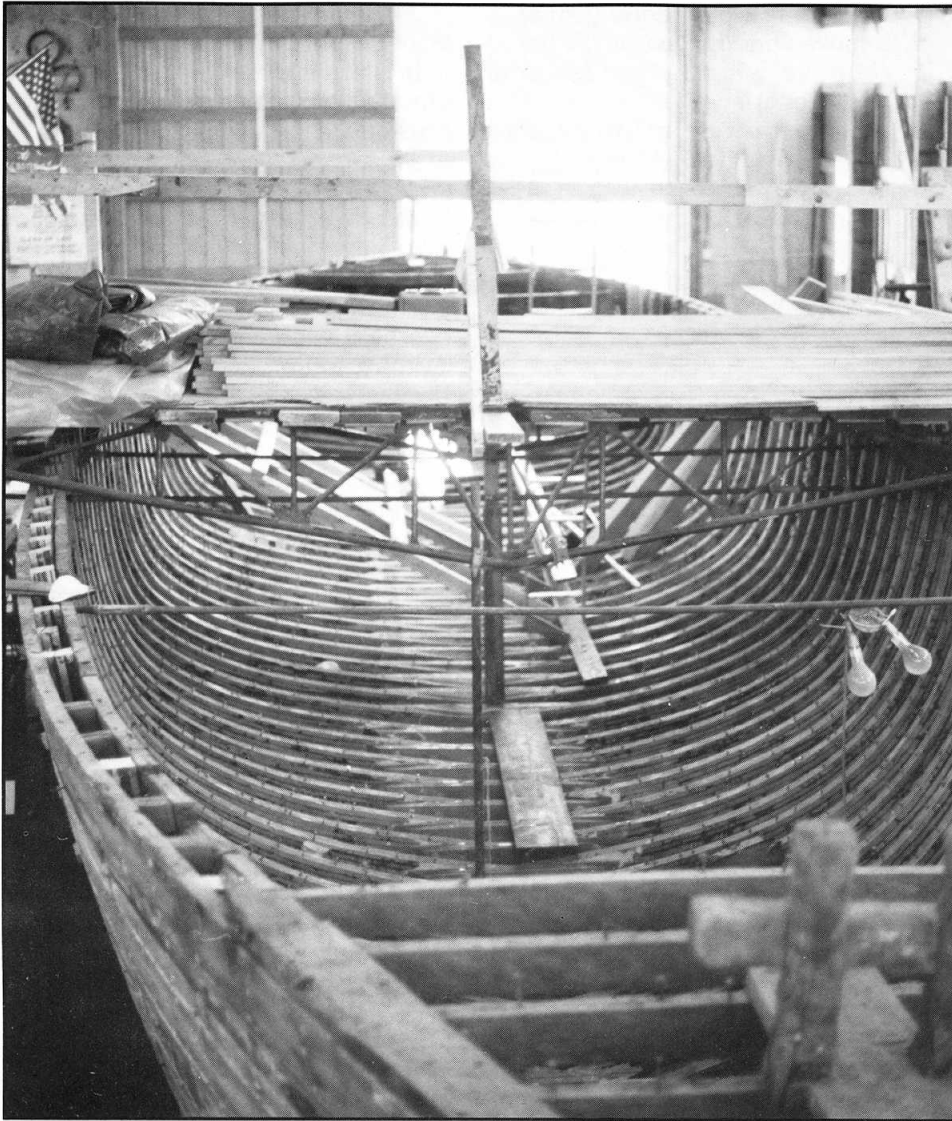
STEAMBOAT REPORT

Experts to the Rescue

A major challenge to the Minnehaha restoration has been finding qualified people to solve the project's sophisticated technical problems. Remarkably, talented folks have appeared just when they were needed the most. Last year Phil Kotoski of Riverside Yacht Service in Hudson, WI taught the crews how to



(L to R) Russ Olson, George Isaacs, Ray Bowlan and Walt Strobel remove window guards and windows from the inside of PCC #322. Bill Olsen photo.



The positive effect of the reribbing can be seen in this recent view of the Minnehaha. Aaron Isaacs photo.

steam, bend and install laminated ribs. He and **Jerry Shurb** of Tow, Inc. Marine Surveyors of St. Paul each inspected the boat recently and wrote separate written reports stating that the methods, materials and workmanship used to date were satisfactory. Shurb says the rebuilding will meet or exceed the strength of the original construction.

This year, help has arrived to find and install a proper boiler along with the engine. **John Moorhead** formerly owned Moorhead Machinery & Boiler and continues to consult for them. He is also a naval architect. To give an idea of his qualifications and experience, he was responsible for rebuilding some of the ships that were damaged in the 1941 attack on Pearl Harbor.

Moorhead evaluated the donated boiler and determined that it would

be extremely expensive to repair, and that it was not appropriate for the boat. It is a 14 foot long horizontal fire tube boiler. Its length would have required some major modifications. The Minnehaha was originally equipped with a five foot long vertical water tube boiler. Water tube boilers make heat faster, are more efficient and safer. The horizontal boiler has been returned to the party who donated it. Meanwhile, Moorhead is shopping around for a suitable replacement.

He will also do the overall layout of the boat. This is necessary in order to achieve a proper balance in the water. The placement of items in the boat must be done carefully or it will be unstable and awkward.

John Holroyd owns Enerquip, a Medford, WI manufacturer of heat recovery boilers and heat transfer

equipment. He has just purchased the Shorewood Yacht Club and has offered the services of his engineering group to produce detailed drawings for the project.

Steve Edwardson is a master steam and pipe fitter from Forest Lake. He has offered to install the boiler with other union steam fitters when the time comes.

To help this group learn more about the scope of the Minnehaha project, a repeat trip was made to visit the steamboat Louise on Lake Geneva (see the Summer 1992 Minnegazette).

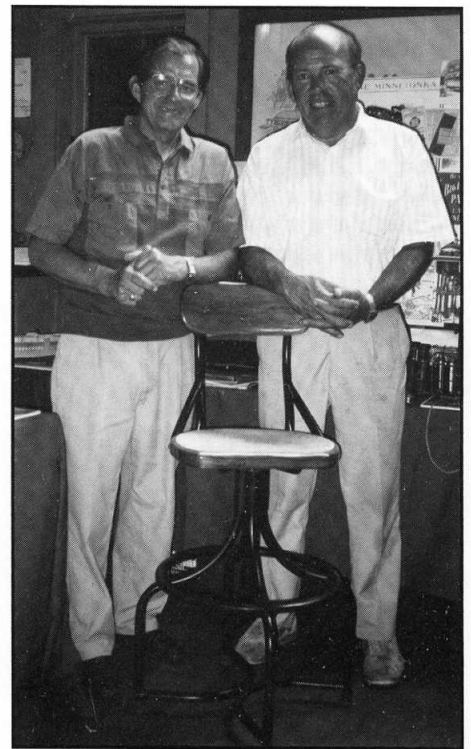
More Donations

Donations continue to pour in, especially since the Lafayette Club fundraiser.

The **Marbrook Foundation** and the **George W. Neilson Foundation** have each awarded a \$1000 grant to the steamboat project.

Mrs. & Mr. William D. Gullickson of Chanhassen have donated two upper deck benches.

Bob Staplin of Medina has donated four upper deck benches. We now have our full complement of 13 upper deck benches. **Bob Dumas**



Bruce Nicoll (R) of Northland Yachts presents an original 1906 streetcar boat captain's stool to **Jim Ogland** at the June 16th Lake Minnetonka Memories exhibit at the Old Log Theatre. **Leo Meloche** photo.

has restored two so far. In most cases he replaces the wood with clear varnished white oak, and reuses the metal components.

Bruce Nicolle of Northland Yachts has donated an original streetcar steamboat captain's stool, in perfect condition, no less. It will go on display at the boat building until needed. He also donated an original streetcar boat hard rubber fire hose with brass fittings including a trigger nozzle.

There is a plan to install heat in the boat building this winter. Lennox is donating two gas furnaces. B&C Heating will install them for cost.

Just do give an idea of the obscure items that are turning up, **Susan Smieja** has offered a half barrel of ceramic tile from the original Excelsior streetcar depot.

Restoration Update

The 65 foot keel is ready to be installed and connected to the 14 foot prow by means of an interlocking joint. When this is complete the boat will have an unbroken laminated backbone from the nose of the bow to the tail of the stern. The keel outside and the kelson inside will be through-bolted, sandwiching the frames (pairs of ribs) between them. The steam-bent laminated frames and the unbroken keel will make the Minnehaha far stronger than its original construction. **Bob Dumas, Jim Erler, Cliff Brandhorst and Stan Straley** have done major work in this area.

Leon Brewer recently removed the cylinder heads and inspected the cylinder walls and found them to be in excellent shape. He verified that the engine is a 7 + 10 + 18 X 12, meaning a 7 inch high-pressure cylinder, a 10 inch intermediate-pressure cylinder, an 18 inch low-pressure cylinder and a 12 inch piston stroke.

The boat requires a lot of expensive, high quality lumber. A large amount was recently purchased at a very low cost. Member **Brian Kuebler** discovered that the Speas Vinegar Co. at Prior and University in St. Paul had been sold and was disposing of 18 wood vinegar vats, 18 feet high and 20 feet in diameter. Each vat has 127 straight pieces that are three inches thick, the same size as the Minnehaha's cypress hull planks. No one could identify the wood, which raised the hope that it



A machine shop has been created on the upper level of the boat building. Aaron Isaacs photo.

might be cypress. **Sam Stern** of Factory Lumber Supply to identified it as fir. Even though it can't be used for hull planks, it would work for the deck and cabin if cut down to one and three quarter inches. **Dale Berglund** of Fleischman, the company who bought Speas, agreed to sell 3 vats (about 10,000 board feet) to MTM for 15 cents a board foot, a real bargain. Factory Lumber is cutting it down to 1 3/4 inches for 5 cents a board foot. Even if the boat smells of vinegar, it was still one heck of a buy.

Streetcar Displays Progress

Bob Dumas, Doug Hultgren and others continue to make remarkable progress restoring the recently acquired streetcar bodies. #1496, the "streetcar church" from Duluth has been reroofed. #1809 from Webster has had its extra cabin roof removed. Both roofs have been painted.

Michael Johnson of Siren, WI who donated #1809 attended an auction of streetcar and railroad parts held in Siren in August. For \$24 he got three



This is the joint where the new 65 foot keel meets the 14 foot prow of the Minnehaha, forming an unbroken backbone from the bow to the stern. Leo Meloche photo.

THE RED JACKET TRESTLE AND TRAIL



Mr. & Mrs. Roger Dolliff took the prize for best costume (and best car) at the Steamboat Roaring '20's party at the Lafayette Country Club. Leo Meloche photo.

small potbellied stoves of undetermined origin, 24 streetcar storm windows and four sliding bulkhead doors. He delivered the booty to Dumas' on August 31st, and the storm windows are now on #1496. Work is continuing to remove the sawdust from the window wells of #1809.

The Excelsior Historical Society has approved placing a streetcar on display near their building on Water Street, the former M&StL depot. Approval is still needed from the Excelsior City Council and Hennepin County Parks Dept. which owns the old right of way. Approval will be sought this winter, for spring installation. The outlook is more positive than for the earlier display next to the boat building. The difference is that the historical society is in a commercial/ industrial zoned area.

Fundraiser a Great Success

The July 28th fundraiser at the Lafayette Club raised \$15,300 after all expenses were deducted. In the process everyone had a wonderful time. 387 guests showed up for dinner, a silent auction and a program that centered on a 1920's theme. Many guests arrived in period costume.

Member Leigh Pomeroy is helping to create what is known as the Red Jacket trail and saving an historic trestle in the process. The abandoned Milwaukee Road line runs from Mankato to Rapidan, a scenic seven mile climb out of the Minnesota River valley. It is designed to provide a better alternative to parallel state highway 66, which is popular with cyclists but is unsafe because it lacks shoulders. Located just south of Mankato, the trestle is 550 feet long and 60 feet high, spanning the Le Sueur River. Portions of it are 118 years old.

The DNR originally tried to create a multi-use rail-to-trail conversion in 1979. They were thwarted by adjacent property owners in Mankato. The proposal was to reclaim the entire 100 foot wide right of way, which neighbors had encroached on for years, and had come to view as their own property. The result is that the land reverted to the adjacent property owners and the trail idea was put on hold.

Several years later, however, the city successfully converted one mile of the line to a trail within the city limits. They succeeded politically this time by using only the center 30 feet. It was immediately successful, and rekindled the effort to reach Rapidan.

John Kanyusik started the Red Jacket Trail task force, named for the abandoned Red Jacket Mill along the line. He began contacting adjacent property owners and found most of them to be sympathetic and even willing to donate land for the trail. Among them is MTM member Rich Lutes, who has made large donations.

A coalition developed, and the Mankato Area Foundation stepped in to sponsor the project. Some land owners donated a significant portion of the trail route. Owners of other segments had agreed to sell. Blue Earth County made a commitment to operate the trail as a county park upon completion.

In the meantime, MnDOT announced that it wanted to straighten the portion of Hwy. 66 that passes under the trestle, and that the trestle would have to be removed. Task force representatives met with MnDOT officials, who agreed to change their plans and leave the bridge untouched, provided that the trail could be created. In other words, the trestle cannot survive without the trail.

All was going well until mid -1991, when a group of nine property owners expressed their opposition to the trail, the usual NIMBY reaction with which Minnegazette readers are familiar. For six months the Mankato Foundation negotiated with them, offering money, landscaping and



The Red Jacket Trestle, built in 1874. John Kanyusik photo.

RAILROAD REPORT

Had No Railroad, But Still Ran Trains

Despite not running in Stillwater, MTM's cars and crews still saw some action. The extra movements brought in much needed revenue to get ready for Osceola.

#1102 travelled to White Bear from Stillwater for the opening of the White Bear Lake depot museum. No rides were given, but it was open to the public and staffed by MTM volunteers.

The Andersen Corporation Employee Picnic Train has been an annual event for several years. Until this year it was a simple matter of moving a train down from Stillwater. Not so this year. Andersen paid MTM's expenses to ship cars #1213, #1096, #1097, #1102 and #2608 to Bayport. Their trusty SW-1 was the power. MTM supplied the train crew and car attendants, along with the usual C&NW pilot crew.

#1096, #1097 & #1213 went to Marquette, MI for the August 22-23 excursions sponsored by the Duluth, South Shore & Atlantic Division of the Soo Line Historical Society. Round trips were made on Saturday to Baraga, MI and on Sunday to Newbury, MI. David Craig and Harold Ellingson rode the cars to Michigan. At Neopit, WI, kids threw rocks at the train, breaking three windows. Luckily, Randy Schandel was able to repair them at the Escanaba & Lake Superior shops. The trips themselves were a great success.

Rather than incur the extra cost of sending the cars to Jackson Street and then to Osceola, Nick Modders arranged for them to stay in the Stevens Point yard for a few days. Then they were shipped directly to Withrow, where the MTM equipment move picked them up on September 4th.

Andersen Windows SW-1 #3110 provided the power and MTM provided the train and crew for the annual Andersen employee picnic in Bayport. Benn Coifman photo.



Looking right at home, NP #1102 was on display at the dedication of the restored White Bear Lake depot, now home to the White Bear Historical Society. John Diers photo.

even rerouting in a couple of locations. Talks broke down in January 1992.

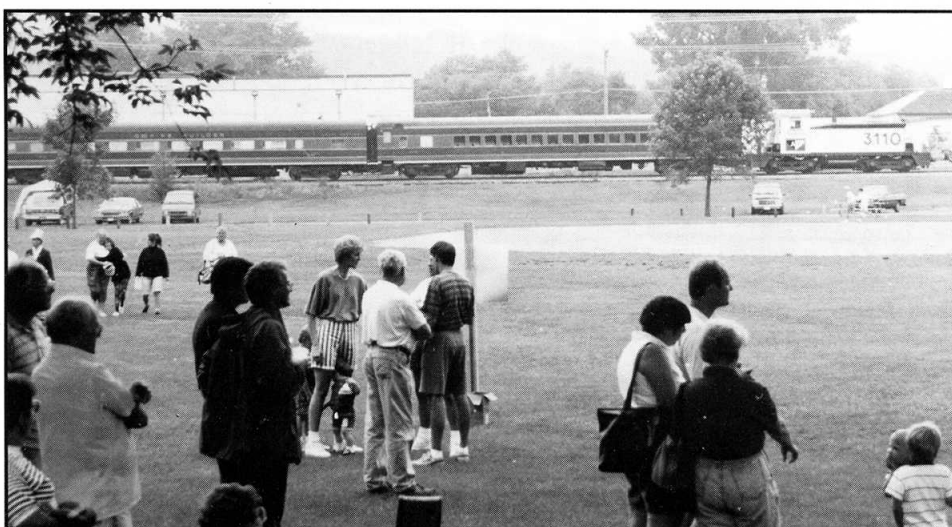
The foundation then asked the county to use its power of eminent domain to acquire the land, and the county board voted to do so. The property owners responded with a lawsuit questioning the use of eminent domain. Court hearings have been held recently, and hopefully the county's action will stand. It should be pointed out that most of the property owners support the trail, and several are actively promoting it.

Once the legal hurdles are past, the next step is to raise sufficient money to build. The goal is \$350,000 for a

completely paved and developed trail. \$85,000 has been raised to date, and that is enough to open the trail. \$35,000 is slated for refurbishing, decking and railing the trestle.

The City of Mankato has recently acquired most of the old Chicago Great Western leading north out of downtown, except for a short portion that is still in use as industrial trackage. The goal is to connect with the DNR's Sakatah-Singing Hills Trail, the old CGW to Faribault.

Readers who wish to contribute to the Red Jacket Trail should send contributions to: Red Jacket Trail, Mankato Area Foundation, Box 999, Mankato, MN 56001. \$10 buys one foot of trail.



MTM MOVES TO OSCEOLA

The rest of the Railroad Report tells how the Osceola & St. Croix Valley Ry. was born. It happened quickly, but it wasn't easy.

Burkhardt Visits, Gives his Blessing

What a contrast. For the last two years in Stillwater nothing has gone right. But as MTM has attempted to relocate to Osceola, everything has gone right.

The Summer Minnegazette reported that **John Diers** had visited Wisconsin Central President **Ed Burkhardt** in Chicago on June 23rd. Burkhardt agreed to visit Osceola on July 30th. It was a very positive development. However, given the WC's entanglement in the GB&W/FRV merger, an agreement by spring 1993 seemed the more likely outcome.

Originally Burkhardt was to have flown into town and made a hi-rail inspection of the line, followed by a luncheon and meeting. The WC employee grapevine soon began to hint that the deal was being considered favorably and that a special train would bring Burkhardt and an entourage of officials to town in the proper and historic manner of railroad executives.

And sure enough, it happened just that way. They rode from Stevens Point to New Brighton on the rear of the time freight. An engine and business car *Prairie Rose* (former Milwaukee Road #100) backtracked to Withrow, where a contingent of museum, Osceola and state officials



Wisconsin Central President Ed Burkhardt came to Osceola in style on July 30th by special train, shown at the Osceola depot. Steve Stocker photo.

boarded for a tour of the line.

They were met by an enthusiastic reception in Osceola, and inspected the depot grounds. From there they drove to the Dalles House in St. Croix Falls for a luncheon. Present were representatives of Wisconsin Gov. **Tommy Thompson**, the state tourism office, local legislators and other local officials. **Ward Moberg**, President of the Osceola Historical Society, emceed.

John Diers reported on the situation to date and introduced Burkhardt, who spoke the words that everyone had been awaiting. He confirmed that he supported both the trackage rights agreement with MTM and the depot sale to the Osceola Historical Society.

Following the luncheon, the group drove to the Osceola Middle School, where Moberg teaches, for a business meeting. The WC contingent



For now the Osceola depot is boarded up, awaiting the pending purchase by the Osceola Historical Society, who will also acquire the three yard tracks. MTM's trailer serves as the temporary ticket booth. The paved platform is long enough to load five cars at once. Aaron Isaacs photo.



Left: Inspecting the line aboard the business car *Prairie Rose*. From L to R are: WC Division Supt. Randy Heinke (standing), WC General Manager John Bradshaw, Osceola banker Dale Morrow, Osceola Historical Society President Ward Moberg, WC President Ed Burkhardt and WC Chief Engineer Neil Guthrie. Steve Stocker photo.

Center: After moving in-train from Jackson Street to New Brighton, #105 sets off for Osceola under its own power, with Barry Karlberg at the throttle. Aaron Isaacs photo.

Bottom: #105 picks up MTM's three GN lightweights at Withrow. They had come up from Stevens Point the night before on the WC time freight. Aaron Isaacs photo.

included Vice President & General Manager **John Bradshaw**, Division Superintendent **Randy Heinke**, Chief Engineer **Greg Guthrie** and Trainmaster **Barry Karlberg**.

They put a series of tough questions to MTM regarding training, safety, staffing levels, operating procedures, pollution control, FRA rules compliance and insurance. **Nick Modders**, **Ward Gilkerson**, **Louis Hoffman** and **John Diers** were well prepared and responded to each question to the WC's satisfaction.

After about an hour, Burkhardt announced that he was satisfied, and instructed his team to implement the agreement so that operations could begin Labor Day weekend.

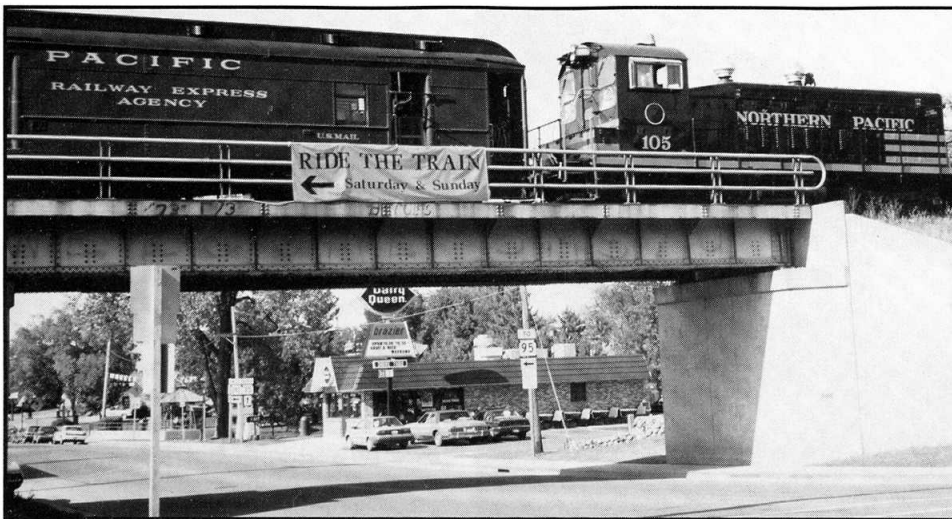
The Trackage Rights Agreement

The drafting of the agreement itself went smoothly, with Burkhardt personally escorting it through to completion.

To appreciate what an accomplishment this agreement represents, consider that MTM is the only private non-profit museum in the country to run regular service on a large freight railroad. The closest comparable situation is the New Georgia RR, which is run by a state agency. We are also the only inter-state standard gauge museum railroad in the country (the Cumbres & Toltec is narrow gauge).

The agreement gives MTM rights on the entire Dresser Subdivision





Left: Banners on the Hwy. 35 overpass point to the depot one block away. John Diers photo.

Center: Who's to say this isn't the Dakotan pausing at Fergus Falls? That's Marv Mahre tending the door. Aaron Isaacs photo.

Bottom: The mighty MTM brush cutting crew cleared the dormant spur into the Osceola industrial park, where the train is stored. L to R are Tom Jensen, Mort Jorgensen, Peter Moskop, Perry Carlson, Kent Sogge and Eric Carlson. John Diers photo.



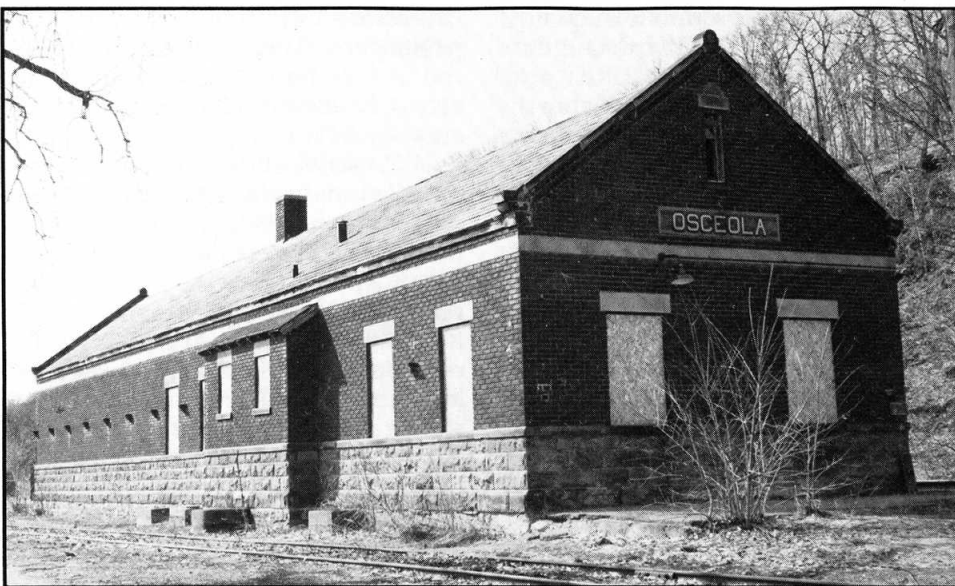
from Withrow through Osceola and Dresser to Amery, WI, a distance of 49 miles. Scheduled service will be limited to the 15 miles from Marine to Osceola, but MTM trains are permitted over the rest of the subdivision.

The trackage from Dresser Trap Rock north to Highway 8 in St. Croix Falls is the property of the trap rock company. Ivan Bowen, its owner, is a big MTM supporter and would like to see trains run again. The track, which includes the stub of the St. Croix Falls branch, is weed grown but in good condition. It is currently registered with the FRA as exempt, meaning that passenger trains are not permitted. It ends behind Bobby Clark's Dalles House, about a block from where the state is building a new tourist information center. So the future holds interesting possibilities.

Getting back to the trackage rights agreement, MTM trains are under the control of the WC dispatcher at Stevens Point and cannot move on the line without permission. Even though there is a schedule for MTM trains, it is only a piece of paper if the dispatcher decides to hold us for some reason. Train and crew assignments are faxed to Stevens Point each Friday. Track bulletins and warrants are faxed back. Operating crews are in radio contact with the dispatcher.

The WC local runs only once or twice a month to serve a shipper at Amery. The more likely conflict will be with the heavy Soo Line rock trains that run from Dresser Trap Rock daily during the summer. There are sidings at Dresser, Osceola and Marine, so delays will hopefully be minimal.





The back side of the Osceola depot. John Diers photo.

All MTM operating crew members must learn and be certified on the railroad, as well as the WC rulebook. The WC can require MTM to remove from operation any crew member who fails to comply with WC rules and regulations.

The agreement requires that MTM inspect the line in a hi-rail or motor car prior to the start of each day's operation. This clause was inserted largely because of the rock slide area along the river bluffs south of Osceola. The slide area also has a 10 mph slow order.

The agreement permits no storage of MTM equipment on WC trackage. The industrial park spur is city-owned. After the depot sale, MTM will be able to use the yard by the Osceola depot if desired.

It cannot be overemphasized that this is a real trackage rights agreement on a real railroad. The whole business is deadly serious, especially where safety and potential liability are concerned. There wouldn't even be an agreement if MTM hadn't impressed the WC as being a professionally run operation. It must stay that way, because mistakes could easily force the WC to back out. The agreement runs out on December 31, 1993. It can be cancelled by them on ten days notice before then. So be careful and professional out there.

Counting Down to Labor Day

The approval of the trackage rights agreement was just the beginning of a month of hectic preparation to meet the September 5th startup date.

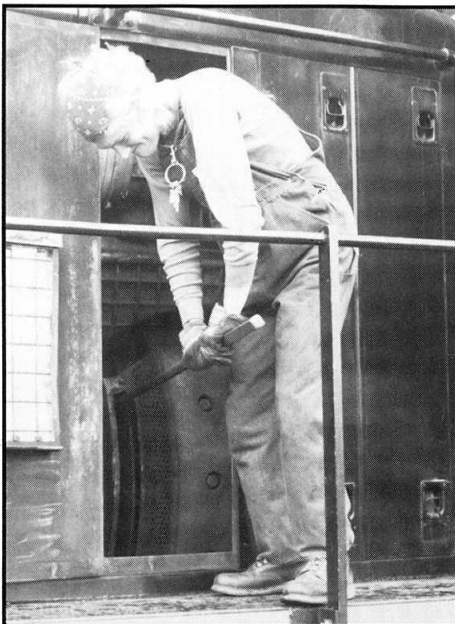
For starters, MTM's passenger equipment was scattered. Diesel #105, Rock car #2604 and NP #1102 spent the winter and much of the summer in downtown Stillwater, the subject of seemingly endless discussions with the railroads to get them moved. While the Osceola discussions were underway, it was not even clear where they should be sent. Rock Island #2608 was at the Arden Hills arsenal. GN lightweights #1096, #1097 and #1213 were at Jackson Street.

#105 was eventually moved to Jackson Street. Generally in good running order, it had electrical problems. The decision was made to replace the air actuated contactors with magnetically actuated contactors. Unfortunately, the first parts did not work properly. There was apparently an error in the parts list. Diesel Foreman Larry Schulte worked with EMD to find the right parts, which were sent right away. Fred Harvey, Mechanical Foreman for the Soo Line at Pig's Eye (not the restaurateur of Santa Fe fame) volunteered his help, along with Soo Line electricians Shorty Manley and Steve Smith. They installed the new contactors, and tracked down a subsequent electrical bug. Smith used to work on #105 when he was employed by the Lake Superior Terminal & Transfer. Meanwhile, Hudson Leighton and Dan Meyer installed WC crystals in the #105 radio and the hand-held units.

With its innards healthy again, the outer loco received some attention. It was washed by Nick Modders and Burt Foster, and waxed by Gary Ostrand and Mike Alfveby, who then touched up the running boards and steps with black paint. Looks and runs like new again. From there it returned to Jackson Street. Paul Dalleska and David Craig modified the RPO doors so they now open and close properly. Bill Marshall and James Weist cleaned the RPO section



Bobby Clark with his very clean Fairmont motor car, which is lettered for the "Traprock Short Line Railroad". The car is used to inspect the line at the start of each operating day. Aaron Isaacs photo.



Paul Dalleska hand cranks #105's prime mover to expel moisture from the cylinders and prevent possible damage. Aaron Isaacs photo.

thoroughly. Gary & Karin Ostrand carefully cleaned the coach section windows. Dick Fish and crew did brake work.

Overall there was good response by members to the call for Jackson Street volunteers. Our thanks to everybody who helped.

Crews Are Qualified

Ward Gilkerson and Nick Modders travelled to Stevens Point, where Chris Urban WC Manager-Rules & Operating Practices qualified

them so that they could in turn qualify other MTM members. Ward taught a rules class on Aug. 27th and administered the rules exam shortly thereafter. So far, all 20 who have taken the exam have passed. WC Trainmaster Barry Karlberg has been road-qualifying crew members on the Dresser Sub. in regular freight service.

Car attendants are being scheduled by Burt Foster. The ticket wagon is being coordinated by Mort Jorgensen. Jan Edstom and Kim Becker have been hired for this fall to staff the ticket wagon, along with Osceola Historical Society volunteers. There will be a Trainmaster present each day with authority over the entire operation.

Osceola & St. Croix Valley Is ICC Common Carrier

The Stillwater & St. Croix did not start out as a common carrier because there seemed to be no need for it at the time. Then the Washington County attorney determined that ICC status was necessary for exemption from the ordinance. The S&StP received status as an ICC freight carrier, but this was insufficient to deter the county. The county went so far as to join the residents in their appeal to the ICC to revoke MTM's certificate. One of the few positive outcomes of the whole Stillwater saga is that the ICC refused to do it, and the S&StP enjoys federal protection to haul freight any time it wants to, however unlikely that may be.

The MTM Board was determined not to be similarly vulnerable in Osceola, and applied to be an

interstate common carrier of passengers. Barney Olsen, a veteran rail lawyer himself, coordinated the effort by Louis Gitomer, MTM's attorney in Washington.

ICC certification, combined with actually running interstate and running on a established freight railroad, should do much to protect the O&StCV from legal challenges. Members are reminded, however, that where there is a will on the part of NIMBY neighbors, there is usually a way to at least harass us. The new railroad has a strong base of community support, and a commitment to minimize the nuisance factor. We cannot afford to be insensitive just because our legal position is stronger than before.

Osceola Depot Purchase Imminent

When he visited Osceola on July 30th, Ed Burkhardt blessed the pending sale of the depot to the Osceola Historical Society. As this is written, the sale is imminent. It will include the depot building and surrounding land, including the three yard tracks. The Historical Society has raised the necessary funds.

The depot needs a lot of work, starting with a new roof. Its heating plant was removed some years ago. There has been considerable vandalism. On the plus side, the woodwork is all intact, and there have been few internal modifications.

No attempt will be made to occupy it this fall, or probably for some time after that. In the meantime, the MTM ticket wagon has been parked next door and wired for power and a phone.

The platform is intact, although it is old asphalt over concrete, not brick. The rest of the grounds were weed grown and muddy, at least until Bobby Clark almost single-handedly cleared the weeds and spread gravel donated by Ivan Bowen and Dresser Trap Rock. Clark also paid for the printing of the brochure (designed by Marcia Diers) and the portable signs that lead motorists to the depot. Banners have been hung from both sides of the Hwy. 35 overpass a block east of the depot.

Equipment Moves to Osceola

MTM's passenger train arrived in Osceola on the afternoon of Friday September 4th, in time for the startup of service the next day. On Thursday



The Dresser depot is still used by the WC. Art Nettis photo.

night the BN had picked up diesel #105, NP #1102, Rock Island #2608 and **Barry Karlberg's** Soo Line wood caboose at Jackson Street and moved them to Northtown. The next morning the Wisconsin Central's transfer crew brought them to New Brighton. From there #105 pulled the consist to Osceola without assistance. Karlberg was at the throttle, with **John Diers, Nick Modders, Larry Schulte and Paul Dalleska** along for the ride. At Withrow they stopped to pick up coaches #1096, #1097 and #1213, delivered from Stevens Point the previous night by WC train #5.

The train's arrival in Osceola was cause for much celebration by all concerned, proof that despite all the odds against it, the new railroad was finally an accomplished fact.

The Schedule

Unlike Stillwater, the schedule is the same for both Saturdays and Sundays/holidays. Crews report to the industrial park spur on the east side of Osceola at 9:30 AM. They back onto the main line and deadhead about a mile to the depot. The first departure is westbound at 11 AM to Marine, where the engine runs around the train. Arrival back in Osceola is at 12:25 PM. The train holds there until 12:45 when it

continues to Dresser. Again the engine runs around the train, returning to Osceola at 1:25. The next trip repeats the same sequence, leaving for Marine at 2:00 and for Dresser at 3:45. The last train returns to Osceola at 4:25. After discharging its passengers, it deadheads back to the industrial park spur and is put away. The schedule makes for a shorter crew workday than at Stillwater, where extensive dead-heading was required to and from Duluth Junction. Hopefully this will offset the longer drive from the Twin Cities and encourage volunteers to work on the crew.

First Train Runs September 5th

On Saturday September 5th the O&StCV's first scheduled train left for Marine. As luck would have it, it was delayed by a Soo Line rock train. There were few passengers. The first weekend was intended as a shakedown for the crews and was not publicized in the media. There are signs, however, at nearby highway junctions and on the overpass near the depot, and they have attracted a surprising number of passengers. The 2 PM trip on the second day, September 6th, carried 150. By the end of the first three days, over 500 had ridden.

Diesel #105 suffered an electrical glitch the weekend of September 19-20. The appropriate part was ordered, but would take a week to deliver. The WC came to the rescue again, loaning a GP35 for the next weekend. Needless to say the engine crews had a good time with all that horsepower. #105 was back the next week.

This is written on October 1st. Despite the lack of newspaper advertising, ridership is strong. Beginning with the weekend of September 26-27, all of the Marine trips have sold out at about 250 passengers. The shorter Dresser trips are running about 100 passengers. This has done much to dispel the fears that proximity to an established tourist attraction like Stillwater is needed for the train to succeed.

Governors Coming to Dedication

This just in . . .

The railroad will be dedicated on Oct. 18th. If all goes as planned, a special train will bring the Governors of Minnesota and Wisconsin to Osceola for the opening ceremony.

Preview of Coming Attraction

The next Minnegazette will feature a tour of the O&StCV, plus an interview with **Ralph Thorson**, former Roadmaster on the line in the 1950's.

NOTES

Bill Graham has been hired as the Executive Director of the Lake Superior Museum of Transportation in Duluth, succeeding **Leo McDonnell**. A longtime and very active MTM member, Bill is a past President and Minnegazette Editor. Our best wishes to him in his new career.

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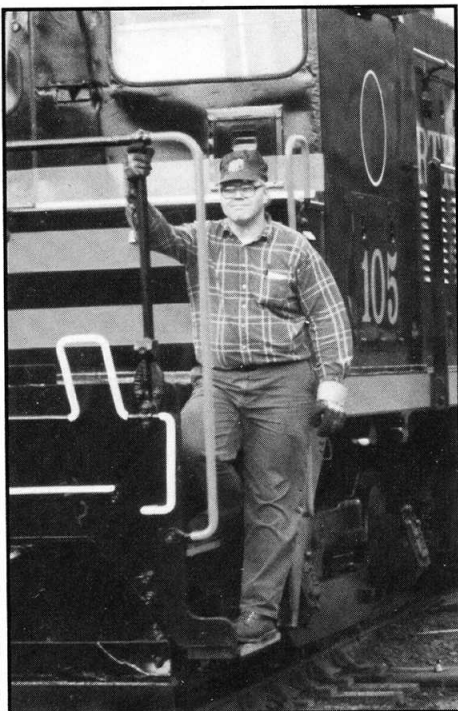
Genuine TCRT uniform buttons are available through **Donald P. Van Court**, 41 Hillcrest Road, Madison, NJ 07940. Van Court is a button collector who recently acquired about 150 TCRT buttons when he bought up the "dead stock" of a Philadelphia manufacturing tailor. He guesses they date from the 1920's or 30's. Large buttons are 50 cents and small ones are 25 cents, postpaid.

* * *

Bill Marshall is looking for two important RPO displays that have disappeared. One is a plaque about 20 X 20 inches containing the schedules of 125 mail trains serving the Twin Cities in 1948. The other is a display about 14 X 18 inches, framed in black with a green velvet background. It holds various cancellers, badges, stamps and other small items. If you know where either item is, call **Jim Weist**. Also, there are some MTM-RPO keys that are unaccounted for.

* * *

The Minneapolis Park Board has issued its plan for the redevelopment of Minnehaha Park. **Corbin Kidder** has been MTM's representative on the project. Under the plan, Minnehaha Avenue will become a serpentine parkway. New linear parking lots will be located just north and south of the depot, which will be the focus of pedestrian paths from the falls and the nearby Stevens House.



Member Barry Karlberg is also the WC Trainmaster for the Osceola line.
John Diers photo.

MEMORIES OF THE MESABA ELECTRIC

This is an interview with Dick Stoner, who grew up in North Hibbing. His father, Helmer Stoner, was a motorman for the short lived Mesaba Electric Ry. As far as the Editor knows, none of the photos has been published before. If any reader has any good Mesaba photos, please let us know.

Minnegazette: When did your father first become a motorman?

Stoner: He ran streetcars in Duluth in about 1916 and 1917. I remember him talking about when they were training him. They were trained that you didn't bring a car to a stop with a jerk. You applied the air and slowed the car down then released

the air and let the car coast to a stop the last 10 feet. They were very explicit. This was how you did it.

M: Did he ever talk about taking cars up and down the Duluth hills?

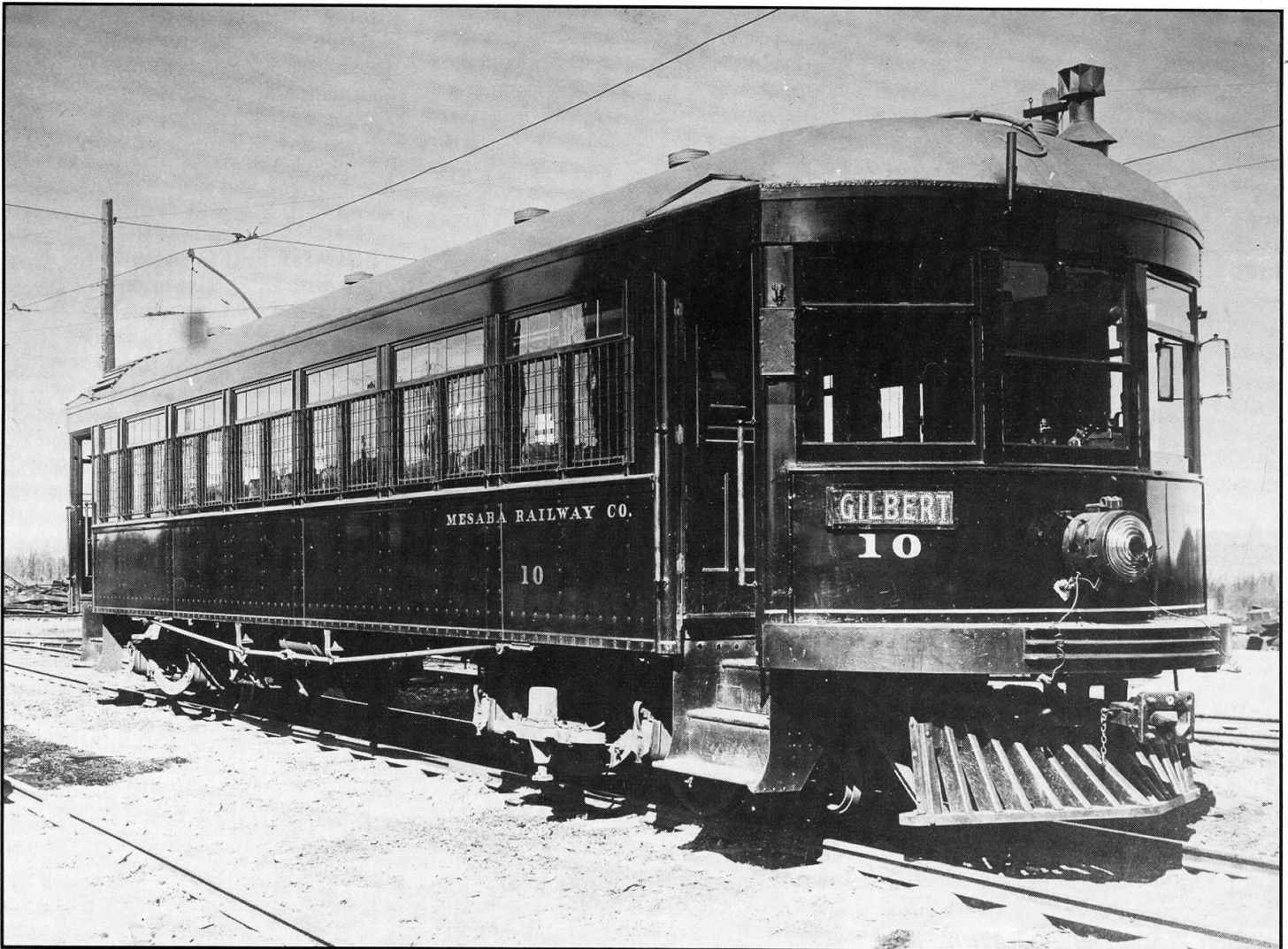
S: Not that it was any kind of a big problem. Just part of the operation.

M: Even in winter or slippery conditions?

S: He never said much about it. You used the sand and went. The one thing I remember about motoring in Duluth was he was on the Woodland line and he had the owl run, the last run of the night. I think that was one of his more steady runs, because he was a younger motorman. He sat up there drinking coffee too long and got late. He was trying to make up some time. He came

wheeling along until he reached the curve to 20th Ave E. He said he going so fast that he knew darn well he took two wheels off on one side going around that curve. He said she was heeling over and he was afraid she was gonna go. But he got her back in okay.

He was called into the army towards the end of the war and went over to France. When you went in service, your job was supposed to be guaranteed when you come back. When he got out of the Army he went home first and didn't show up at the streetcar company for 90 days. They told him if you didn't come back immediately we can't hold your job for you.



Maybe it will look this good again some day. The body of Mesaba #10 is now part of the MTM collection, stored inside a building at the New Brighton arsenal. Reprint from George Krambles collection, courtesy of Dick Stoner.

And not being able to get back with the street railway, he did some poking around and ended up working for the Great Northern in Grand Rapids. It was a beginning level job. He and several other guys worked at the roundhouse hostling and cleaning engines. There was a traveling engineer who came through for the railroad from time to time and kept track of the employees, looking for personnel who were worthy of advancement. My dad had gotten a little tired of sitting around Grand Rapids and wanted to do something different so he left and went to work for the Oliver Mining Co. in Hibbing. He found out later that this traveling engineer had found a job for him and when he came back to Grand Rapids my dad had gone. Dad has often said that maybe if he had stayed with the Great Northern he could have had a pretty good job engineering.

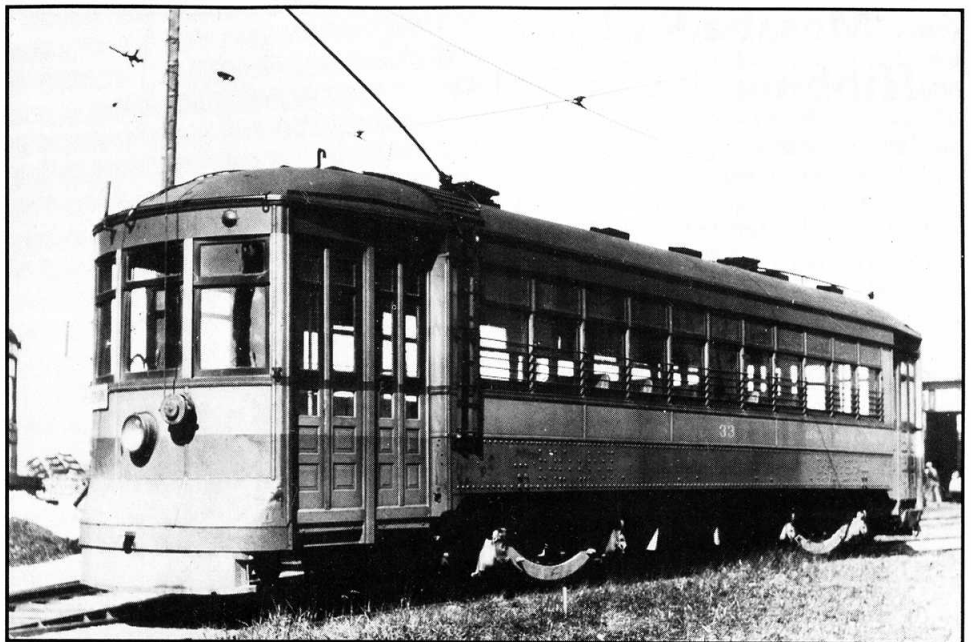
Anyway he worked for Oliver firing for a year or two. Then the Mesaba Ry. interurban had to change their route from Chisholm to Hibbing. Hibbing was being moved because the mines were finding good ore underneath the town site. They began moving houses to South Hibbing, which was called Alice in those days. They ended up cutting off the line to Chisholm coming across the pit. Oliver paid for a two mile track extension from north Hibbing to south Hibbing, where they put in a station and a carbarn for two local cars. They bought two streetcars from the Washington-Virginia Ry. and inaugurated streetcar service between North and South Hibbing. As near as I can figure, it had to be half-hourly service. He worked for them for several years as a local streetcar motorman in Hibbing.

M: What year did he hire on with the Mesaba?

S: About 1922 or 23.

M: Did he stay with them until they abandoned?

S: He stayed until he saw abandonment coming. He could see that this thing wouldn't be a going enterprise in a couple of years. In early 1925 he left and went back to work for the Oliver Iron Mining Co. firing on steam locomotives and worked for them until 1959 when he retired. So he ran streetcars, interurbans, steam locomotives and



City car #33 at the Virginia shops shortly after abandonment. The car's color is a minor mystery. In service shots show them as solid Pullman green. Here there is a band of light color from the letterboard to below the belt rail.

Reprint from Wayne Olsen collection, courtesy of Russ Olson.

diesels. He said the biggest thrill was running steam.

M: Describe the Mesaba service in Hibbing.

S: The carbarn was in South Hibbing at 6th Ave. E. and Howard Street. It was built about 1920. It was the Furlong-McCarty Oldsmobile Cadillac dealer for years when I was growing up there. Later it was the Atrium restaurant until a year or two ago. It's still there and it's still a restaurant. It was built with a waiting room, a freight station with a siding for the two merchandise cars they had, and it had a 2-stall carbarn for the two local cars. When they started local service in Hibbing in 1921, the last substation on the line was in Chisholm. If you were coming up the hill to North Hibbing and there was an interurban coming from Virginia and he was between you and the substation, you could barely creep up the hill. So what the railway did was put a motor generator set in the back end of the depot. You can still see the three insulators on the rear of the building. The railway had for their crews sort of a lounge room in a small hotel next to the depot. I remember my dad saying he would go there if he was a little early and read until it was time for his shift. That building is still there.

From the carbarn he would go west on Howard St. to 1st Ave. and turn

right. They ran on 1st Ave. in the middle of the street. Some of the track is still exposed there today. When he came to the city park the streetcar moved over to the right side of the road and climbed the hill past the water tower. It then made a diagonal through a field and woods, crossed a bridge over the DM&IR and entered 3rd Ave., the main drag in North Hibbing.

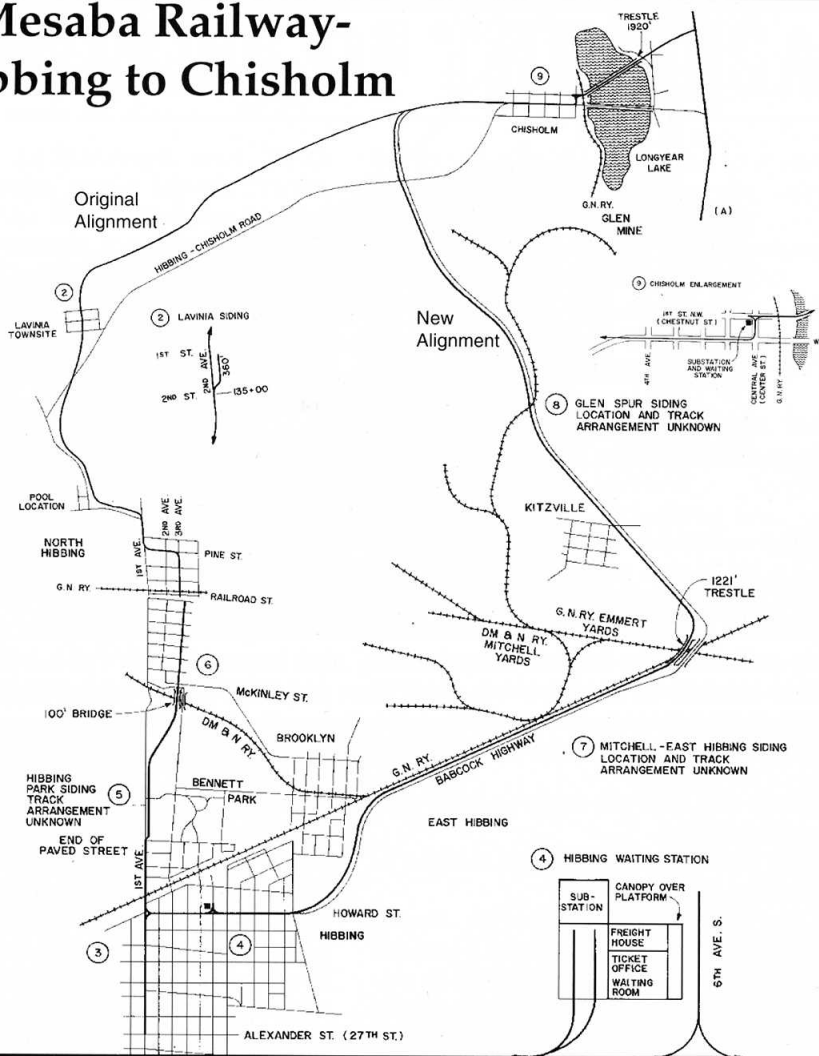
M: That's the bridge that's kind of like a roller coaster?

S: Right. It was just a steel girder bridge with four bents on it (page 22). The footings are still there. As a kid we used to play around them. From there it continued on 3rd Ave. as far as what they called the "comfort station." I'm not sure if it was owned by the streetcar company or by the city. It had a waiting room, men's and women's restrooms and it was right next to the Oliver Hotel, which was sort of the heart of downtown.

M: What cars ran on the portion of 1st Ave. south of Howard?

S: I'm not sure. I think it was the local car, that when he came back from north Hibbing he would continue down 1st Ave. as far as the end of track at 27th. He must have reversed ends there and come back to the carbarn. I never thought to ask him this- there were a number of things I wished I had asked- but I

Mesaba Railway- Hibbing to Chisholm



Map from Electric Railways of Minnesota by Russell Olson



Although blurred, this photo is rare because it shows both of the Mesaba express motors on 3rd Ave. in North Hibbing.
Ray Remington photo, Dick Stoner collection.

assumed that the interurbans brought the people in from the other range towns to the station and then they caught a local car.

M: Did he ever talk about who rode the streetcars?

S: They had miners going to shifts at 7 AM, 3 PM and 11 at night. At 6 or 6:30 everybody would be getting on the streetcar to go to North Hibbing. The business people would go to work a little later in the morning, and the housewives and families during the day to shop.

I remember when he and my mother were courting she got on the car and went to put her fare in the box and he said, "No, you don't have to pay. Other guys' wives and girlfriends don't pay, so my girlfriend doesn't have to pay either."

M: Did the mines work around the clock?

S: Summertime they went around the clock. They slowed down as they got toward winter and eventually they would shut down, because Lake Superior would freeze and the ore boats couldn't operate.

M: Did he handle package express off the interurbans?

S: Not to my knowledge. There was a freight room in the station where people would pick things up.

M: Tell us about the move of North Hibbing.

S: North Hibbing began moving in the late teens as the mines found ore underneath it. I lived there from 1937 to 1956 when I went in the service. My folks lived there until 1967. They were the last people living in North Hibbing, so we would literally watch the buildings picked up and moved to South Hibbing and outlying areas or torn down. We saw our whole neighborhood go. I lived at 104 Garfield Street on the south end of town right across from the Oliver shops. The mining company owned a good number of the houses. After World War II they decided to get out of taking care of housing and they sold the houses to the people living in them for \$1, but they had a certain time limit to move them off the mining company property. They built new schools in South Hibbing. The St. Louis County courthouse was located a block east of my home and had to move.



Car #14 is on the Pierce Street wye next to the Park Hotel in Gilbert. Russell Olson collection.

M: The Oliver Hotel would be in the middle of the pit now, wouldn't it?

S: The section we see in the big picture (pages 24-25) was already mined out. When we lived in an apartment building on Railroad Street, across the street was a fence. Five feet beyond the fence was the edge of the pit and it dropped right off. As a little child I was severely warned you don't go over the fence.

M: Give us a tour of the interurban as if we were riding a car east from Hibbing.

S: The car would come out from a siding alongside the depot. Russ Olsen's book shows track in the middle of 6th Ave. E. but that is not true. The wye was actually alongside the car barn and waiting room. There was an overhang on the roof so the car would be sheltered from the weather.

You would head east on Howard Street out to 12th Ave. E. There was a very broad curve to the left. The line paralleled the old highway to Chisholm pretty closely, as well as running next to the Great Northern out past Mitchell to Emmert Tower, where the GN crossed the DM&IR at grade. They built a trestle over the junction for the interurban. The line curved to the northwest past a location called Kitzville, and then another long gentle curve brought it back to the original alignment and into the west side of Chisholm.

It passed what is now a park and a museum with an electric locomotive and a shovel, a Missabe consolidation and some ore cars. It crested the top of the hill and came down the main street of Chisholm. At the bottom of the hill it turned left at the O'Neil Hotel (page 23) and went one block, and that was the sub-station and the passenger station. Just north of that there was a wye, which you can see in the street to this day. Through cars turned to the right and headed east onto a half-mile timber trestle that ran diagonally across Longyear Lake. It came off the trestle at the south end of the public park that used to have greenhouses, gardens and a zoo. There's no sign of the trestle today, but you can see cuts where it passed through a hill east of the lake.

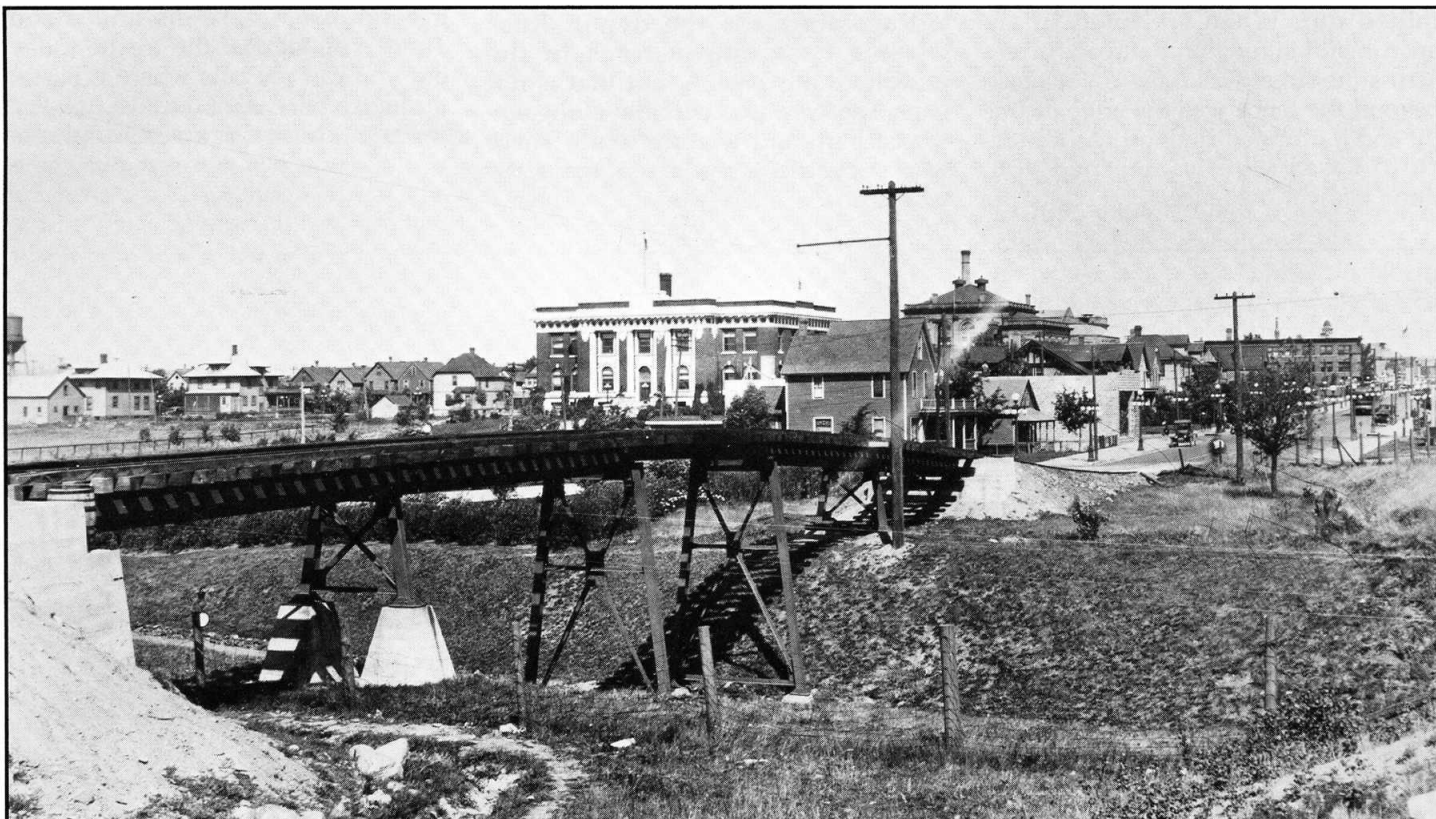
From there it ran through the woods and open country away from any roads. There's still a power line that follows the right of way for miles



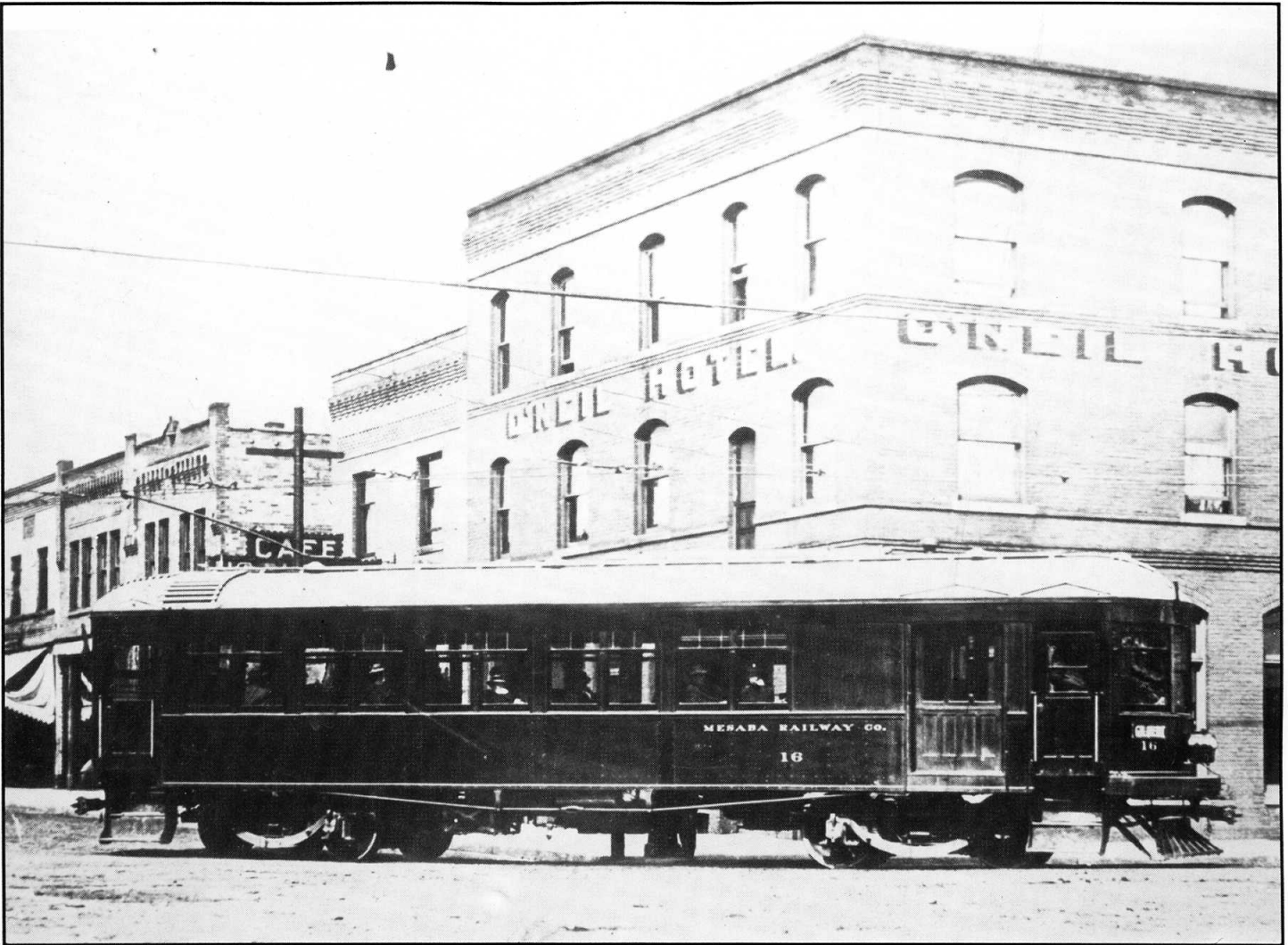
Taken in 1920, before the Hibbing line relocation, this bridge carried the interurban from North Hibbing across the Sellers Pit. Minnesota Historical Society collection.



Looking north on 3rd Avenue at McKinley in 1920. The bridge over the DM&N shown below is behind the camera. Minnesota Historical Society collection.



This humpbacked trestle carried the Mesaba into North Hibbing, and served only local streetcars after the line change. An interurban is visible at right. Minnesota Historical Society collection.



Eastbound combine #16 turns from Lake Street to Central Avenue in Chisholm. The wye is one block ahead.
Dick Stoner collection.

A westbound car stops at the top of the Lake Street hill in Chisholm. Ironworld collection.





Little was left in North Hibbing by the time this picture was taken in 1925. The large building at right is the Oliver Hotel. The motorman is Helmer Stoner. He is changing poles for the trip back to South Hibbing. Dick Stoner collection.



The old interurban to Chisholm can be seen turning left a few blocks ahead, on its way to the bridge over the Sellers pit.



Between Hibbing and Chisholm, the realigned Mesaba flew over the GN-DM&N junction at Emmert Tower by means of a long curving fill and trestle. The fill is evident today. Minnesota Historical Society collection.

and makes it easy to spot.

Coming into Virginia from the west, it ran alongside the road. The Virginia shops were on the west end of town. Most of the buildings stayed intact while they were owned by the Minnesota Highway Dept. They're now in private hands, and only the carbarn and the paint shop are still standing. By the way, that line did operate on slabwood power. The power station burned waste from the sawmills nearby.

East of the shops it went along the edge of the golf course and past the Oliver shops. Then it cut to the right across a trestle and entered Chestnut Street through downtown Virginia. Beyond that point I'm not familiar with the line to Eveleth and Gilbert.

M: What color was the rolling stock?

S: I asked my dad and he described them as basically a brownish color, and as near as I can figure it must have been Pullman green. The cars did not have a lot of fancy decoration. There is a sign of pin striping on several pictures that I have.

M: What about the carbody that is still up in the woods?

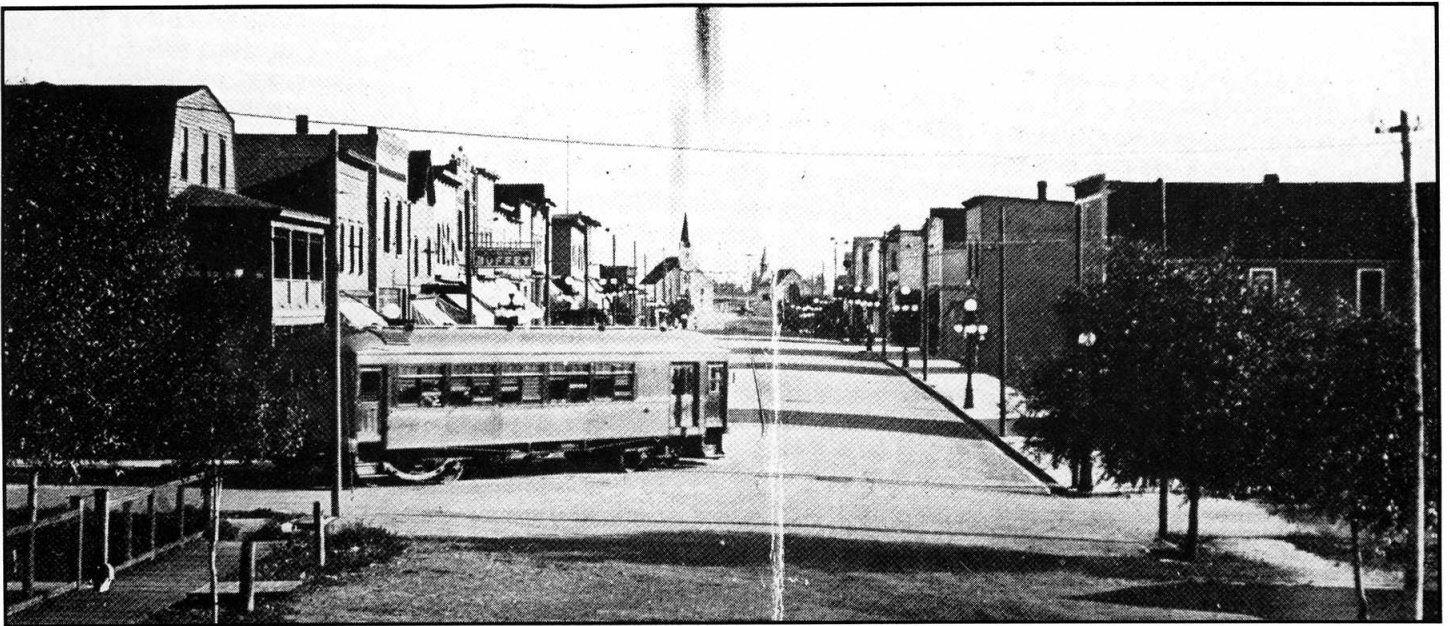
S: It was outside of Mountain Iron. I discovered it after I had gone away

in the Navy and came home on vacation. I happened to be driving by and noticed this thing. I must have been by there a hundred times before and missed it. Someone had fixed it up inside with knotty pine paneling. It was abandoned when I found it, but it was in pretty nice condition. I suggested to an uncle of mine who was in the Lions Club that they bring it

into town as a museum piece. Nothing ever happened and the car sat there for years. I took measurements and pictures of it. Some years later the state picked up the property. Somebody came in with a bulldozer and pushed it back into the brush and demolished it. It's nothing now but a twisted pile of steel.



The paint shop (foreground) and carbarn (background) are the only Virginia shop buildings still standing in 1992. Aaron Isaacs photo.



A westbound combine turns south onto State Street in Buhl. Ironworld collection.

M: Did he tell you about any unusual incidents while operating the line?

S: He had a charter one time. There was a Moose or an Elks convention and some guy chartered a car to go from Hibbing to Chisholm. It happened to be one of the local cars, one of the rare instances when one ran on the mainline. The guy chartered it and figured that everyone who rode would pay him back. Apparently only a few people did and the guy got stuck paying for the car to Chisholm and back.

My dad was somewhat disgusted with the company. He never complained about working for them, but he considered them to be cheap about some things. They had a carbarn fire one time, after he had left

to work elsewhere. He said that there was no reason for the fire. There was this new superintendent named Hayes who was really gonna show a profit and cut costs. When the line finished operations for the day, he had them shut the power off. So the guys working on the cars in the Virginia carbarn at night had to see by kerosene lanterns. One of them dumped a lantern one night. It caught fire. They had no power to move the cars out of the carbarn and they lost them.

One time he was running his car southbound in North Hibbing and had stopped at 3rd and McKinley. Somebody in a car came northbound on 3rd Ave. over the wooden road bridge, then through the jog in the road that lined it up to go through town. The driver lost control and

slammed into the streetcar. Nobody was hurt except the car driver. I remember my dad saying many times he hated the Hibbing Daily Tribune because they came out with the headline "STREETCAR HITS AUTOMOBILE". They sensationalized it and he hated them for printing lies like that. Maybe he took it as a reflection upon his character that they said the streetcar had hit the automobile, when he was sitting dead still.

The Mesaba Transportation bus company, which eventually became Greyhound Lines, was starting then. They also ran from North to South Hibbing and were competing with the streetcar. **Andy Anderson**-they called him "Bus Andy"- ran Mesaba Transportation through the years that I lived there. My dad used to complain about the bus company. The streetcars would be in the middle of the street and they would pull up to a corner where someone would be waiting to board and the buses would come along and slip between the streetcar and the curb.

There was one driver in particular. His name was Antonelli- they called him Shorty cause he was pretty stocky. Shorty's trick was to pull in like that and block the person. My dad said he did it to the point that if a person on the corner walked in front of the bus to get onto the streetcar, he'd pull the bus ahead. If they walked around back he'd back up. He would block them until they gave



The Mesaba Ry. wye is still visible at 1st and Central in Chisholm. Aaron Isaacs photo.

up and rode the bus. My dad just hated that. **Shorty Antonelli** was still driving bus for Mesaba Transportation when I was teenager.

Here's the best story of all. My mother and a good friend of hers got on the streetcar to go shopping one day. She looked at my dad when she put her coins in the farebox. After sitting down, she turned to her girlfriend and said "Louella, that guy's got brown eyes and I'm gonna marry him." Five years later they got married.

TUCSON'S OLD PUEBLO TROLLEY

Or-
Who Has the
Museum's Goat Now?

-George Isaacs

Those of you who remember the early operations of #1300 with our tow-behind generator will get a kick out of this article.

A 1.1 mile vintage streetcar line will soon be a reality in Tucson, AZ when the Old Pueblo trolley begins service sometime in 1993. It will be an all-in-the-street operation similar to Dallas' McKinney Avenue Transit Authority (see the Spring 1992 Minnegazette).

OPT was conceived in the early '80's as part of the plan for the University of Arizona 1985 Centennial celebration.

The Centennial Executive Director suggested that streetcar service should be restored as part of the event. A nucleus of about a dozen people organized themselves as "Bring Back the Trolley" and began planning.

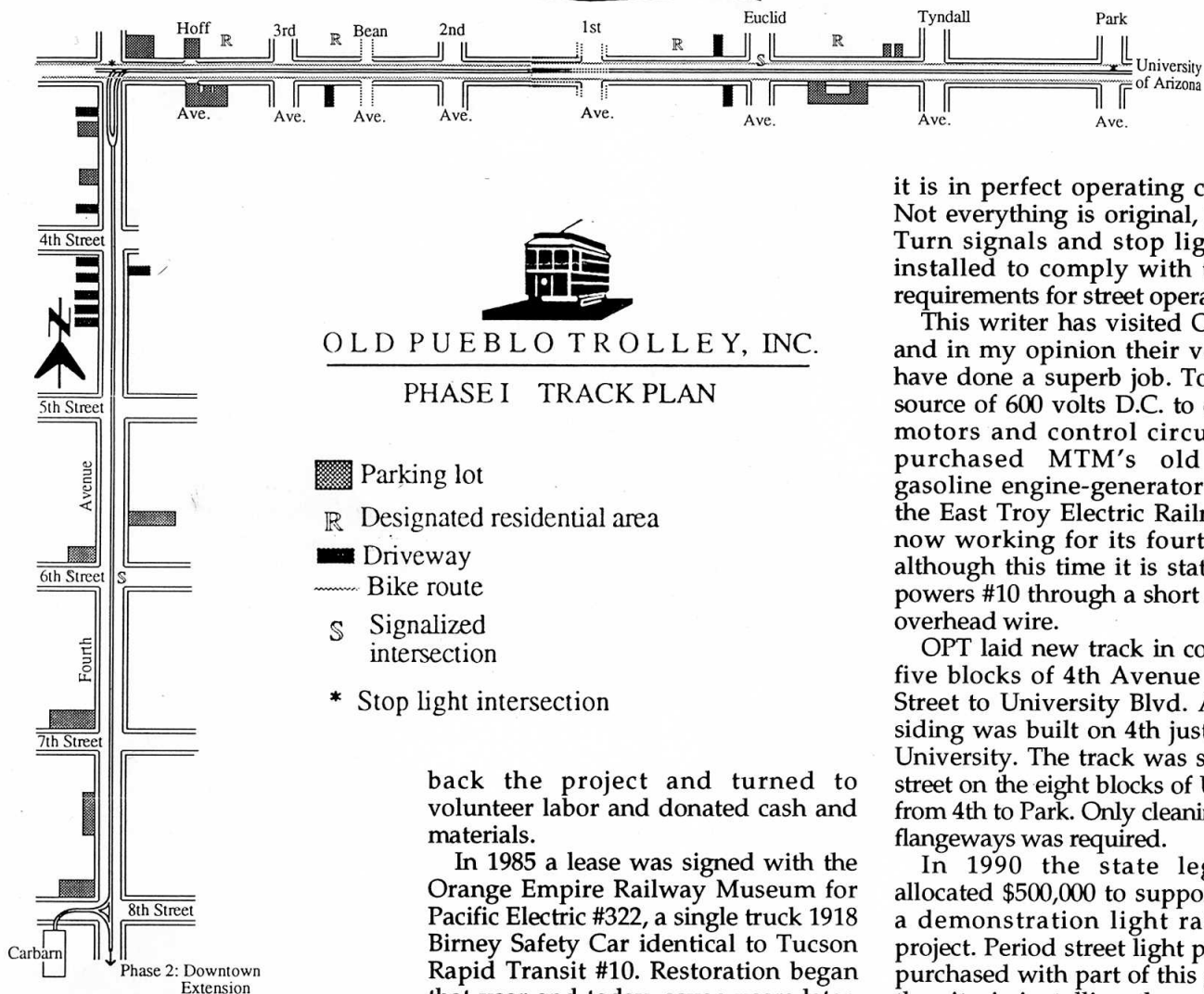
A feasibility study confirmed that streetcar service would benefit the community. By 1983 fundraising began and "Bring Back the Trolley" became Old Pueblo Trolley, a non-profit organization.

In March 1984 the city was identifying local improvements projects to submit for a bond election. The Citizen Bond Committee placed the trolley on the ballot. Unfortunately it failed to win voter approval.

Undaunted by this setback, OPT's board decided to continue the effort. The 17,000 "yes" votes and the success of vintage trolleys in other cities gave them hope. They scaled



Pristinely restored (white tires no less), Birney #10 sits on brand new track in North 4th Avenue. Note the turn signals and brake lights on the anti-climber, added for safety reasons. The pole may be up, but the overhead wasn't when this was taken in May 1992. Dick Guthrie photo.



back the project and turned to volunteer labor and donated cash and materials.

In 1985 a lease was signed with the Orange Empire Railway Museum for Pacific Electric #322, a single truck 1918 Birney Safety Car identical to Tucson Rapid Transit #10. Restoration began that year and today, seven years later,

it is in perfect operating condition. Not everything is original, however. Turn signals and stop lights were installed to comply with the city's requirements for street operations.

This writer has visited OPT twice and in my opinion their volunteers have done a superb job. To obtain a source of 600 volts D.C. to check out motors and control circuits, OPT purchased MTM's old "Goat" gasoline engine-generator set from the East Troy Electric Railroad. It is now working for its fourth owner, although this time it is stationary. It powers #10 through a short section of overhead wire.

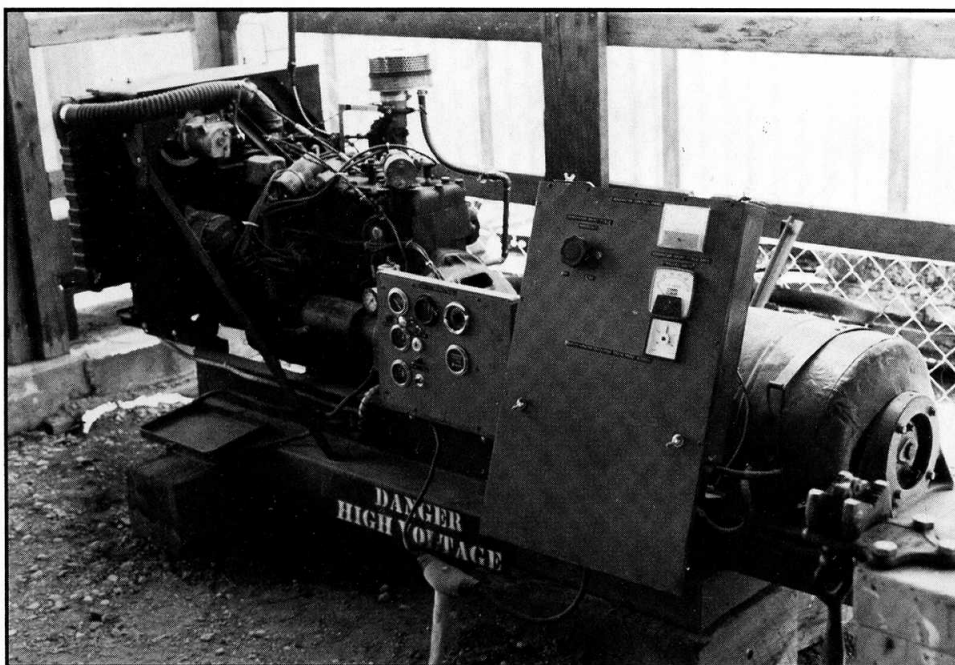
OPT laid new track in concrete on five blocks of 4th Avenue from 8th Street to University Blvd. A passing siding was built on 4th just south of University. The track was still in the street on the eight blocks of University from 4th to Park. Only cleaning out the flangeways was required.

In 1990 the state legislature allocated \$500,000 to support OPT as a demonstration light rail transit project. Period street light poles were purchased with part of this grant and the city is installing them along the route. Alas, our wayward goat will be replaced by a commercially built power supply.

In addition to #10, OPT has purchased Hankai Electric Tramway #255 from Japan. It is a short double truck car, not much longer than the Birney. It cost only \$809 (100,000 yen) to buy, but \$28,000 to ship, still a bargain for a ready to run car with classic Brill trucks.

For those MTM members who take their winter vacation in Arizona, I urge you to drop in on the carbarn at 4th Avenue and East 8th Street. Tell the fellows that George sent you. For more information write to: Old Pueblo Trolley, P.O. Box 1373, Tucson, AZ 85702.

The writer admits to plagiarizing most of this article from OPT publication Trolley Tracks. Special thanks are extended to Dick Guthrie, Lu Phinney and John Gomez for furnishing the photos, information and track map.

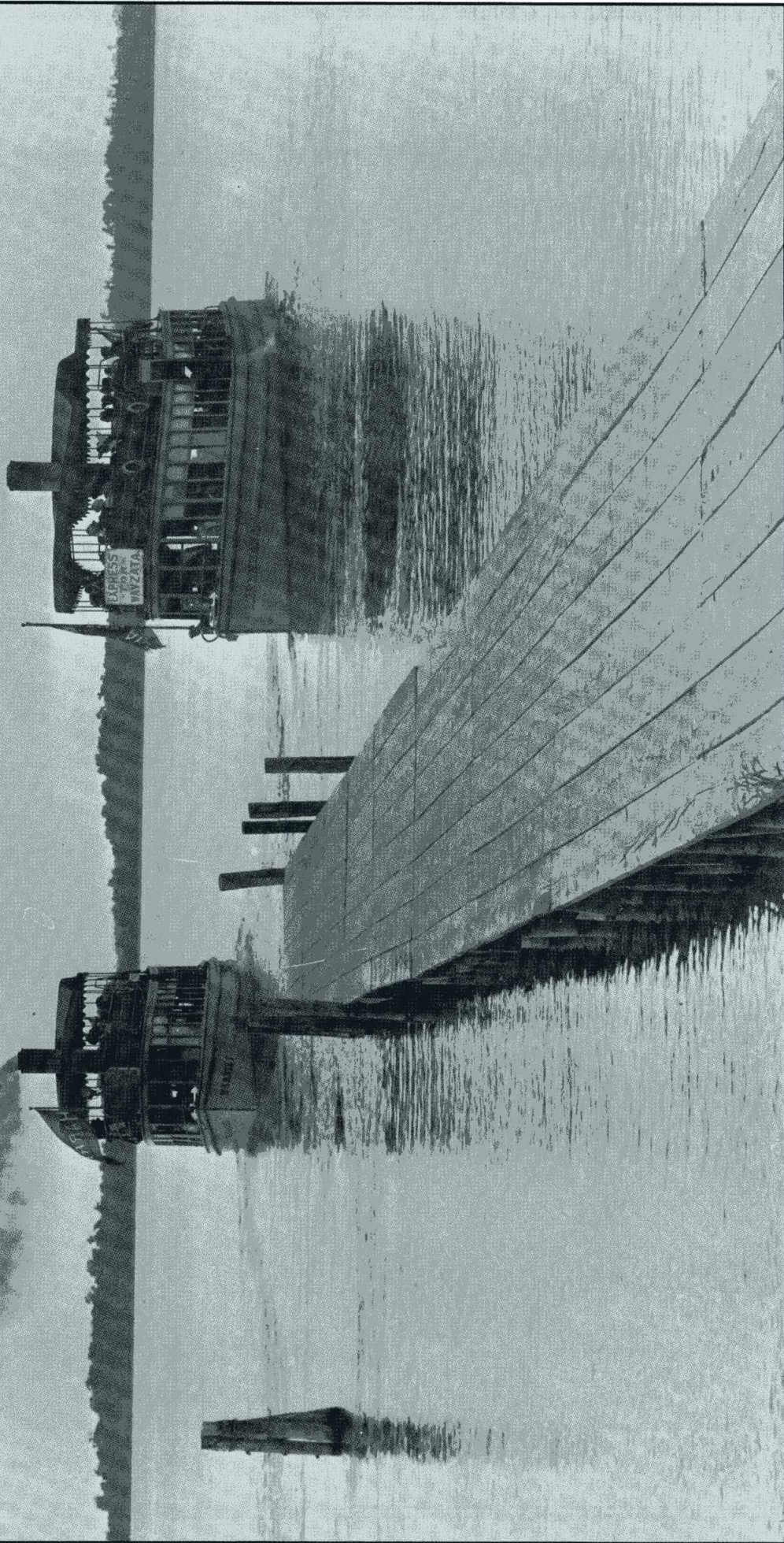


MTM's venerable and much traveled "Goat" powers the Old Pueblo test track.
 Dick Guthrie photo.

MINNEGAVETTE

The Harriet and the Minnehaha converge on the Narrows dock, where they exchange upper and lower lake passengers. A little girl with a big hair ribbon on the Minnehaha is enthralled with all the activity. Hibbard photos, Minnesota Historical Society collection.

Rear Cover: On August 8, 1951, PCC #304 is turning from eastbound 5th Street to northbound Robert Street in downtown St. Paul. Look at all that special work. St. Paul Dispatch-Pioneer Press photo. Minnesota Historical Society collection.









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